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With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong, 24th July, 1905. [856]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong. Hongkong, 1st September, 1901. [852]

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No anonymously signed communications that
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The Daily Press.

HONGKONG, SEPTEMBER 8TH, 1910.

The latest news from Peking is far from
reassuring. Whatever else the Council of
Viceroy has been convened to consider
there would seem to be no secret about the
fact that the Prince REGENT has consulted
them regarding the rehabilitation of YUAN
SHIH KAI, the statesman whom *The Times*
very justly describes as "the one man who
in late years has shown energy and strength
of will" in facing the problems confronting
the Empire. YUAN in fact has always shown
himself capable of making up his mind and
acting on it without swerving, and on that
account always presented a strong contrast
to the weak-kneed courtiers about the
throne; but on the question whether YUAN
SHIH KAI is in entire sympathy with the
REGENT's projects of reform there appears
to be a want of unanimity of opinion among
those who have closely followed his career.
At the time of his dismissal a valued con-
tributor to the *Daily Press* wrote: "Dazzled
by the fact that to YUAN SHIH KAI, acting
in conjunction with the Yangtze Viegros,
is to be attributed the isolation of the
insane Boxer movement within the im-
mediate neighbourhood of Peking and
Tientsin; and that this isolation of the
movement practically saved the Empire,
foreigners generally have been disposed to
over-rate the services of the late minister.
In so doing they overlook the fact that it was
mainly to YUAN SHIH KAI's betrayal of his
master, the late Emperor, that the temporary

success of the Boxer uprising was entirely
due. Of the part played in these transac-
tions by the sometime Viceroy, no one
now alive... knows so much as the
REGENT, and there is little reason to doubt
that he has been well advised in his action." This view of the Minister was in accord
with many estimates formed of him at the
time in the Chinese Press, which described
him as more reactionary than progressive,
and certainly treacherous. It is unquestion-
ably true that most of the reactionary
acts of the late Regency found in him a
steady and conscientious backer; and if the
foregoing estimate of YUAN's character be
approximately correct, we have at once an
explanation of the hesitation to rehabilitate
him, as well as of the uncompromising
hostility towards him which is being shown
by the EMPRESS-DOWAGER. What has in-
duced the REGENT to bring the question of
YUAN's rehabilitation up for the considera-
tion is the knowledge that public opinion
abroad condemns his exclusion from office.
Every foreign student of the situation
perceives that strong intelligent leadership
is the need of the hour in China, and PRINCE TSAI, on his return
from a tour in Europe, was recently
reported to have informed the REGENT
that in diplomatic circles abroad there
was a strong feeling that YUAN SHIH
KAI was the man who could ill be spared
from the councils of the Empire at the
present time when changes of great and far-
reaching importance are being inaugurated
or discussed. The London *Times*, we learn
from REUTER to-day, has added the
weight of its influence to that demand.
What the outcome of the deliberations at Peking on the subject will be we

have no means of judging, but every friend
of China will re-echo the wish expressed
by the leading organ of British public
opinion that China will be spared further
palace revolutions. Apart from the subject
of the re-instatement of YUAN SHIH KAI, no
credible statement has been published
regarding the other business which we
presume is to be discussed by the Imperial
Conference now assembled in Peking; but
the one idea gathered from all conjectural
reports on the subject is that the Prince
REGENT and his advisers are applying them-
selves to forming a Cabinet in which all the
talents shall be represented and which will
have some "claim to the esteem, and liking
of every foreign Power."

The English Mail of the 6th August was
delivered in London on the 6th inst.

The auction of the leasehold property known
as "Glenthorne," Kimberley Road, Kowloon,
takes place at 12 o'clock this morning at Mr. G.
P. Lammar's salerooms, Duddell Street.

The crew of H.M.S. *Bedford* are expected to
reach Hongkong to-day by the s.s. *Nubia*. It
is not known yet what arrangements have been
made regarding them.

Mr. W. T. Price, provincial engineer,
Colombo, has refused the offer of the assistant
directorship of the Hongkong Public Works
Department, and the place has now been offered
to Mr. H. T. Cressey, provincial engineer,
Anuradhapura.

Several gardeners in a village near Shauki-
wan have complained to the police that a
European called upon them and demanded a
dollar from each for re-numbering their houses.
The money was paid, but nothing has been
heard of the European.

Mr. A. Gaudet, chief clerk in the local office
of the Messageries Maritimes, informs the
police that someone entered the bedroom at
his residence in Glencairn Buildings on Tuesday
night and stole from his dressing table an open-
faced silver watch, four gold sleeve links, a silver
cigarette case, and money to the value of \$13,
the total value being \$88.

The police have been informed by Mrs. C. R.
Hagan, residing at 5, Liddell Street, that some
person entered her bedroom and, cutting open a
leather bag which was placed in the wardrobe,
took away a gold brooch, two gold pins, gold
chain with cross, diamond finger ring, two
plain rings, gold heart locket, twenty-four small
pins, the total value being \$207.60.

At the present time when any information on
the subject of rubber and rubber companies is
welcomed by actual and prospective investors, a
booklet such as "Rubber Shares as Investments,"
compiled by Mr. H. T. Price, should appeal to
many. It contains a brief analysis of the
position of the leading companies in the Malay
Peninsula, Java and Sumatra, and as the
information is presented in a manner that
requires little reference, its value is certain to
be appreciated. The publishers are Messrs.
Straker Brothers, Limited, London.

A Post Office employee who becomes a victim
of the stamp-collecting craze has manifestly an
advantage over rival collectors not so favourably
situated, if he is able to cut off the stamps from
mail matter passing through his hands. As
evidence that this is being done at the Hong-
kong Post Office we have been shown a Port
Darwin newspaper from which the original
stamp has been cut and Hongkong stamps
substituted. We pass on the information to the
Postmaster-General, feeling sure that steps will
at once be taken to put a stop to this practice, if
it is a practice.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

THE SENSATIONAL ARREST
AT PORTSMOUTH.

LONDON, September 7th.

The arrest of a German subaltern
at Portsmouth, while taking sketches
of the fortifications, is confirmed.

The documents have been sent for
inspection by the War Office.

Meanwhile the subaltern is treated
well, being merely deprived of his
liberty.

AFFAIRS AT PEKING.

LONDON, September 7th.

"The Times" sincerely hopes that
China will be spared further Palace
revolutions, and considers that the
Prince Regent should lose no time in
rehabilitating the one man who of
late years has shown energy and
strength of will.

KING MENELIK.

LONDON, September 7th.

A telegram from Addis Abeba states
that King Menelik is better.

UNITED STATES CUSTOMS
REGULATIONS.

PROTEST BY THE BRITISH GOVERNMENT.

LONDON, September 7th.

The Foreign Office has instructed
H.E. the Rt. Hon. James Bryce, O.M.,
the Ambassador to Washington, to
protest against the new Customs reg-
ulations with reference to textiles,
requiring the revelation of trade
secrets and imposing other conditions
regarded by British exporters as
prohibitive.

LABOUR TROUBLES IN GREAT
BRITAIN.

ANOTHER STRIKE.

LONDON, September 7th.

The boiler smiths at South Shields
unexpectedly struck work on Saturday
to show their sympathy with the
locked-out boilermakers.

FIELD MARSHALL WHITE.

LONDON, September 7th.

Field Marshall Sir George White,
who has been seriously ill, has now
recovered.

FROM THE MANILA "CABLENEWS."

THE GOVERNORSHIP OF NEW
YORK.

NEW YORK, September 2nd.

The Democratic leaders of the State are
endeavouring to get Mr. William Randolph
Hearst to acquiesce in the candidacy of
Major Gaylor for the governorship of
New York.

MR. ROOSEVELT'S ATTITUDE.

OMAHA, NEB., Sept. 2nd.

Mr. Theodore Roosevelt, speaking in this
city to-day, declared that he was a pro-
gressive Republican, but not an "Insurgent."

COMEDY IN HONGKONG.

After an interval of many months the boards
of the Theatre Royal are again occupied. The
Warwick Major Comedy Company have come to
enliven the community for a few evenings,
and their excellent after-dinner fare is likely to
be appreciated. Certainly they made a good
impression last night with the production of
Charles Hawtree's successful comedy entitled
"Jane." The audience was large and ready to
be amused, and the artists with the good
material in hand had no difficulty in keeping the
house in the best of humour.

Last night's selection was a happy one, "Jane,"
an old favourite, abounds with the most farcical
situations, and these are skilfully developed
the fun is well maintained throughout. Leading
honours fall to Miss Georgie Corlass, who filled
the title role with her usual vivacity and charm,
while she was well supported by Mr. Warwick
Major as Charley Shackleton, the man who
met a wife for twenty-four hours, and by Mr.
Story as the love-sick William. The other
members of the company played their parts to
perfection.

CORRESPONDENCE.

H.M.S. "BEDFORD" DISASTER.
[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS"]

St. Paul's College,

Hongkong, September 7th, 1910.

DEAR SIR.—May I through the medium of
your paper announce that the proposed Memorial
Service at St. John's Cathedral will not take
place, as such a service has already been held on
board H.M.S. *Minotaur*. However, I am sure
the people of this Colony sympathise none the
less deeply with the relatives and shipmates of
the eighteen men who lost their lives when serving
their King and Country. I am, yours, &c.,

G. H. VICTORIA.

LOCAL SPORT.

B.O.C. AQUATIC FETE.

The Boys' Own Club are holding an aquatic
fete in the V.R.C. bath on Saturday afternoon
in lieu of the annual athletic sports which were
postponed on account of the death of His Majesty
King Edward VII. The programme contains
upwards of twelve events and the hour of starting
is 3.30 p.m. A special invitation is extended
to the ladies of the Colony, and those who attend,
as well as the gentlemen, should witness an
excellent afternoon's sport.

LAWN BOWLS.

Inspector Gourlay by beating G. E. Edwards
of Kowloon and Police Sergt. Pitt by beating
Inspector Cameron have qualified for the final
in the open championship of the Colony. The
final will be played off soon, and G. E. Edwards
and Inspector Cameron will on the same day
decide who is to take third and fourth prizes.

RESCUES BY A GERMAN STEAMER.

Eleven sailors were picked up in distress on
the high seas by the German steamer *Germany*
and brought to Manila last week. The men are
the crew of the Norwegian fishing smack which
was wrecked off Barros Rock on Sunday last.
They were drifting in a frail boat and in a state
of exhaustion from lack of food and battle with
the elements when sighted and taken aboard by
the *Germany* about 115 miles off the north
coast of Luzon.

The *Germany* is a small steamer belonging to
the North German Lloyd fleet plying between
Hongkong and Australia and was en route from
the former port to the island of Yap when the
boat containing the shipwrecked seamen was
sighted. After landing the men in Manila the
Germany at once left port, continuing her
voyage south.

Five of the sailors are Japanese, four Nor-
wegians and two Chinese. The Norwegians
were turned over to their respective
consuls, while the Chinese are being cared
for at the detention shed.

RAILWAY PROGRESS IN THE
CANTON DISTRICT.

The Consular Report on the Trade of Canton,
just issued, states that construction on the
Canton-Kowloon Railway, which is being built
according to the standard of first-class European
lines, has been proceeding steadily throughout
the past year, with the result that the first
thirty miles will be ready for traffic by next
month. The line, when completed to the junction
with the British section at Sanmen, will
in its 89 miles contain, including terminals, 15
stations and 11 halts. At the end of 1910 the
purchase of the land required had been com-
pleted and about 92 per cent of the earthwork
was either in hand or already finished. The
terminal station building and general offices at
Tai Sha Tau are expected to be ready by April,
1910.

The main difficulty experienced in building
this line has been the large amount of bridge
work that has had to be negotiated. In the
second district, from mile 31 to mile 50, there is
a total girder opening of 3,200 ft. The main
bridge over the East River of Shantung is
proceeding satisfactorily, the foundations being
nearly completed and the delivery and erection
of steel-work for the large spans having
commenced. It is expected to form the through
connection with the British line to Hongkong
in June or July, 1911.

On the Canton-Hankow Railway, a further
ten miles has been opened for traffic, and trains
are now running to Wongsak, a market town on the North River, fifty-five
miles by rail from Canton. Construction,
however, is practically finished to Ying Tak,
ninety miles from Canton, and about one
third of the whole distance to the boundary
of the province. Ying Tak is a district city of
some importance and the opening of the station
there will have the effect of bringing places up
the river some three days nearer Canton. Con-
struction is also proceeding, though less
energetically, on the next thirty or forty miles.
No fast trains are run at present, but a speed of
forty to forty-five miles is attained in places by
the local trains, which cover the whole distance
of fifty-five miles in three hours and a quarter.

The company during the Chinese year 1910-11
carried 1,456,466 passengers and received in
passenger fares and freight \$294,531.90, an
average of over \$24,500 per month. This
amount represents principally short-distance
passenger traffic, and should increase considerably
when the town of Ying Tak, above referred
to, is reached.

REFORM BY CIGARETTE.

One does not commonly think of the cigarette
as an instrument of moral and physical pro-
gress; though who shall say, as is the *Pall
Mall Gazette*, how many murders have not
been averted by the soothing influence of
tobacco? But in China at the present time,
it appears the cigarette is performing good
work that whole shiploads of missionaries could
hardly hope to accomplish. It is driving out
opium, even though it is considerably more
expensive. Even Mrs. Carrie Nation, the
cigarette's deadly foe, could hardly dispute that
it is the lesser of evils in this case.

What has aroused the Chinaman of the hum-
ble classes to the attractions of a cig-retté is
the enterprise of a cigarette company in Shanghai
and Hankow—happily a British one. It has
been advertising all over the Far East in the
most lavish manner, and the result shows that
the hoarding appeals in the East as in the West.
But we doubt whether even the Chinaman
would keep on smoking cigarettes merely
because the hoardings tell him to. Evidently,
he finds it preferable to opium—a rare case of
the less harmful thing's being also more attrac-
tive.

SUPREME COURT.

Wednesday, September 7th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

APPOINTMENT OF TRUSTEES FOR A MOSQUE.

The Attorney-General (Hon. Mr. W. Ross
Davies, K.C.), instructed by Mr. H. L. Deans
(Acting Crown Solicitor), petitioned the Court
for the appointment of new trustees for the
Mahomedan Mosque. The petition showed that
by

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

August 12th.
SCARCITY OF HORSEFLESH FOR FOOD PURPOSES.

the defendant. He asked first of all for the car \$7,500, but finally the price was agreed at \$6,300 payable in monthly instalments of \$200. Defendant was deaf and dumb, but Counsel thought his Lordship would be satisfied that he was a man of perhaps more than average intelligence. He was an adept in the sign language, extraordinarily quick at understanding and expressing his wants by means of signs, and he was always accompanied by an interpreter who made use of the Chinese deaf and dumb language. His Lordship would hear from the evidence of two solicitors in this Colony that by means of this language any complicated transactions were thoroughly and fully explained. In this matter everything was explained to him, and he perfectly and obviously understood what was being explained to him. Plaintiff would tell his Lordship that in all transactions, except with regard to small repairs, the defendant always bargained as to the price he was to pay. It was a hard bargainer for prices, and always endeavoured very often successfully to beat the plaintiff's prices down. He would do it either by signs or in writing. By this means the price for the Rambler was finally reduced from \$7,500 to \$6,300, and for some time the defendant regularly paid his \$200 a month. He gave a promissory note for the \$6,300. A good many large repairs were necessary to this Rambler car, which apparently had a somewhat chequered existence. Mr. Slade thought most people in this Colony had seen it at one time or another tearing about the place, and considerable repairs, in consequence of the erratic driving of the defendant, were necessary.

His Lordship—Did he drive it himself?

Mr. Slade—Yes, at a most fearful pace. I wonder it didn't kill anyone.

Proceeding, Mr. Slade stated that defendant paid money on account of the car right through to July. Then, having seen the catalogues, he wanted to buy a Daimler motor car and the price was agreed for the car with the spare parts at £1,070. This was reduced to a formal agreement in the office of Messrs. d'Almada & Smith. That agreement was fully interpreted by a Chinese interpreter through his own interpreter in the deaf and dumb language, and subsequently Mr. Crowther Smith investigated the matter and satisfied himself that the defendant fully understood the contract he was entering into. Thereupon that contract was signed, and \$1,000 was paid on account. Shortly afterwards the Rambler motor car came to very serious grief, and practically broke down in Des Voeux Road. Counsel thought it went into one of those trenches which the Government were in the habit of making across roads and leaving considerably unguarded, consequently there was a very complete and thorough smash in which the back axle was broken. Defendant went to plaintiff's shop and requested him to take the Rambler out of the street, and it was put in the repairing shop. Being anxious to have a car for use in the interval before the Daimler could arrive, defendant got into negotiations with Mr. Musso, who was the owner of a Brosier. An agreement was arrived at that the defendant should buy this car from Mr. Musso for the sum of \$3,000 and the broken down Rambler. Of the \$3,000, \$1,000 was to be paid in cash and the rest by instalment. This agreement was in writing, and Marican guaranteed the payment of the money. This was done without the intervention of solicitors, but it being thought desirable that things should be put in proper order the parties went to Messrs. Dennis & Bowley, and young Mr. Dennis arranged the whole transaction. Shortly after this the defendant went to Canton, and the only account of what happened him there was filed in the affidavits in this action. Apparently he had been closely confined ever since he got there, and was not allowed to come down here at all. Meanwhile the Rambler motor car which belonged to Mr. Musso was in Marican's shop, and the latter bought it for \$1,000. This was while the defendant was in Canton, and was confined by his relations there.

His Lordship—Are you going to prove that?

Mr. Slade—That is on affidavit on their own admissions.

Continuing, Mr. Slade said the Richard Brosier car was left by the defendant in a shed at Wan Chai, and the plaintiff, knowing that this was absolute ruin to it, communicated with the defendant in Canton, told him that the car was going to rack and ruin, and that he proposed to take it and put it in proper repair. He also paid an execution against the defendant, under which the car would probably have been sold. Then a long letter was written by plaintiff's solicitor to defendant's mother, stating the circumstances of the case.

Mr. Alabaster—I don't see how that is relevant. It is written to a person who is not a party.

Mr. Slade—It is written to the person who, according to their own statement, has got this man under control.

His Lordship—I confess there is a good deal in the objection, but we will see that afterwards. I will note it.

Mr. Slade then told of defendant's agreement to purchase a motor boat which Marican was to get out from England. That agreement was broken, and plaintiff claimed \$200 for out-of-pocket expenses. Then the defendant wanted a horse, and he wanted Mr. Knox's horse. Apparently he agreed with the plaintiff to buy that horse for \$300. Plaintiff went to Mr. Knox and persuaded him to sell the horse for \$300, and he became liable to that gentleman for the amount. Then he sold the horse for the previously agreed price of \$500, only \$100 of which had been paid. Marican was absolutely out of pocket \$2,000 over the purchase from Mr. Musso of the Brosier car, which he took into his possession to keep in order. Acting on the advice of a certain firm of solicitors he sold the car to Mr. Knox for the \$2,000 which he was out of pocket, but he made the arrangement that he could get the car back if the money he expended on it was paid to him.

Evidence was called and the hearing adjourned.

better before autumn set in, that in any case a change of scene was better than nothing, and that it might even be a relief to see the rain-splashing against other houses than those of Paris. So everybody who is at all of any consequence has by this time gone away. In former years, as Parisians left to do this capital fill up with English and Americans. This is not the case this year. What is keeping them away? The floods are no longer to be dreaded. True, we continue to read and hear about strikes and rumours of strikes. The French are more fond of threatening than of striking. So wild disquieting rumours need not keep visitors away. The Americans have made Oberammergau and other parts of Germany their principal rendezvous this year, while Britons have not felt like enjoying themselves very much after the loss of their beloved Sovereign.

KING ALFONSO'S POPULARITY.

King Alfonso has added to his popularity in this country by offering a prize to promote Franco-Spanish sport. King Alfonso recently won two prizes at the Biarritz regatta; while he gratefully accepted the work of art offered by President Fallières he handed over the cash prizes, amounting to 5,000 francs, to be distributed to the poor of Biarritz. His Majesty's example was followed by the other Spanish yachtsmen who gained prizes. In order to further improve the relations between French and Spanish sportsmen the Spanish Monarch announces the creation of a challenge cup open to yachts of either country. The first race will be held at Biarritz in 1911; in the event of the cup being won by a Spanish boat, the following year's race will be held at a Spanish port.

CONCLUDING.

A Waterloo Cup is the latest sporting event which the French promise to do us the honour to initiate. At any rate, a Greyhound Club has just been formed here. It may surprise some people to learn that such a thing was not in existence before, but such is the case. Courting in future is quite likely to become popular in France; certainly the Committee of the new Greyhound Club, comprising as it does such well-known sportsmen as the Due de Noailles, Prince Murat, Comte Clary, M. Edmond Blanc, and M. Paul Caillard, will do all it can to make the thing a success. This is another feather in the cap of the *Entente Cordiale*.

THE OPERATIC SEASON.

With the exception of England and Norway is every country seems to have had under contribution for the Paris operatic and theatrical season. A Russian ballet is being danced at the National Academy; there is a series of Italian Operas at the Chatelet; and at the Renaissance a Belgian troupe is highly successful. Time was when Paris was extremely provincial in its tastes, believing that French music and French artists were alone worth hearing. It is no longer necessary to go to New York or Milan, St. Petersburg, Berlin and Vienna to hear the finest voices in the world. Sooner or later they gravitate to this city, when they are captured for the season.

SHOOTING PROSPECTS.

The deepest gloom prevails among the followers of Nimrod—the season has just re-opened—for the reports furnished to the French Gun Club and the St. Hubert Club show that the hunt is in a deplorable condition. The same may be said about fishing. The floods in January and February last almost entirely destroyed the first broods, while those young partridges and others which escaped are afflicted with pulmonary congestion. From the East, West, and Centre of France the same story comes. The only kind of game which shows any signs of being moderately plentiful is the hare and rabbits. There is still hope that the second brood will turn out better, but the frequent rains we are having are damping the hopes of the most sanguine chasseurs in this respect, and whatever happens now the season is bound to be a very poor one, and is declared to be quite likely disastrous.

RUBBER PRODUCTION.

HOW HIGH PRICES HAVE AFFECTED CONSUMPTION.

The Financial Editor of the London Daily Graphic writes:—

The figures are now available of the production of rubber in the year ended June 30th last, and are principally remarkable as showing that the abnormally high prices of the product in the concluding six months of that period had hardly any effect in stimulating production.

It will be understood that the record values some three or four months ago could only have influenced the output from established forests or plantations, and the hundreds of new companies formed in the Far East cannot hope to turn out rubber in any appreciable quantity for three or four years to come.

The actual figures of the production for the past twelve months, then, are as follows:

	In 1909-10.	In 1908-9.	In 1909-10.
Tons.	Tons.	Tons.	
Para Rubber	39,190	38,075	+1,115
Rubber from other sources	37,353	32,512	+4,851
Total	76,553	70,587	+5,965

With the production thus showing 5,965 tons increase the actual consumption is stated to have been only 4,037 tons larger, which is less than half the rate of increase in the preceding twelve months, and may be taken as one of the effects of high prices. It may be noted, too, that the rate of consumption is increasing more rapidly in Europe than in America.

The final result of these figures is an expansion in the world's stocks as at June 30th last of 1,229 tons, the total being returned at 6,998 tons, and this movement follows a decrease in stocks in the preceding year over 1907-8 of 3,011 tons.

Further figures have been issued by the British Legation in Brazil showing that the increased collection of rubber in that country in 1909 was only 2 per cent, while the value of £18,926,000 was no less than £27,142,000 larger, representing an advance of upwards of 50 per cent.

As bearing on the outlook for Brazilian rubber, the following statement, issued by the Legation, is of interest:—

"It is only reasonable to suppose that, as the rubber-bearing territory secured to Brazil by her late treaty with Peru is worked, and as the communications by river and the Madeira-Mamoré railway, which is in course of construction, are opened up, the production will largely increase. It must be remembered that Brazil has enormous advantage over the plantations in other parts of the world; in Brazil the only expense in connection with the production of rubber is that of gathering it, while in the case of cultivated rubber there are all the expenses connected with the plantation to be considered. On the other hand, owing to the care taken, the plantation rubber is put upon the market in far better condition than that of Brazil."

As to the Chinese troops that entered Lhasa, there were not very many: 40 came on the 3rd

THE DEPOSITION OF THE DALAI LAMA.

(Concluded.)

THE AMBAN'S DECISION.

I reported to H. E. Liou Yu all that had transpired, including my undertaking to be lenient to offenders. He was not pleased with this and I argued the matter at length with him, pointing out that my object throughout had been to keep the Dalai Lama in Lhasa and prevent his running away. But I could not prevail with Liou Yu, and finally he cancelled my promise regarding leniency.

On the third day after the interview I sent a despatch to the Dalai Lama in my own name.

It was not a treaty, but simply a despatch, for China could not, of course, make a treaty with a dependency. Liou Yu would not join me in the despatch, because he and the Dalai Lama had refused to recognise him. In my despatch I demanded that the Dalai Lama should accredit Liou Yu the recognition to which he was entitled. I had also telegraphed to Peking for authority to make arrangements, and in reply an Imperial Edict was issued authorising the steps I was taking and the exchange of despatches. The Dalai Lama was very glad to receive my despatch, but before he could reply

to the moon, 600 or 700 on the 5th and the remainder of the 1,500, of which the whole force consisted, on the 7th. Chao Erh-feng was not in command of these troops. He was away on the Szechuan frontier all the time, two months' journey from Lhasa. Some days after the Dalai Lama had gone he sent back 14 miles to Lhasa with a letter to the Amban asking that his efforts should be sent after him, but this request of course was not complied with.

FOREIGNERS IN TIBET.

In reply to certain questions as to foreign travel in Tibet, Lieutenant General Wen said that English people could go far as Gyantze freely. British merchants could go into Lhasa under passports issued by the Commissioner at Darjeeling, but missionaries were precluded from entering the city. There were no pure Russians in Lhasa, but there were a few naturalised subjects of the Czar. Russia has no designs on Tibet, but she does not want Great Britain to take it. Russia would like to see the country either independent or subject to China. The Dalai Lama had sent a mission twice to Russia, and many of the Lamas are very well disposed towards Russia, owing to reports which had been spread to the effect that the Czar and the whole Russian nation were willing to become Buddhists. The common people of the country show no marked preference either for Russians or British.

Lieutenant-General Wen, in conclusion, was kind enough to tell our representative little about his own personal matters. He had resigned his office as Junior Amban and strongly advised the Government to abolish the post, which, in his mind, was a useless one. The Government is considering the recommendation, and no successor has been appointed yet. On leaving Lhasa he travelled by way of Chamdo, Batang, Litang and Tachienlu, which is the gateway into Szechuan. At Chengtu he made a short stay with the Viceroy, and then continued his journey to Shanghai.

RAID ON A CASINO.

£14,000 STAKES SEIZED IN THE KURSAAL AT OSTEND.

REMARKABLE SCENES.

The Belgian Minister of Justice has struck an important blow in vindication of the law against gaming, by raiding the Kursaal at Ostend. Consternation prevails in consequence. The Kursaal officials had been led to believe, by the tacit permission given by the provincial authorities to M. Carpenter, to exploit the gaming rooms at the Kursaal of Ostend and Blankenberge, that it was only M. Marquet, the former lessee, to whom the local authorities objected, and there had been a certain ill-feeling that a Frenchman should be allowed to open the gaming rooms, while a Belgian was not allowed to do so.

The raid was made by the Ghent magistrates supported by a strong force of detectives and police in plain clothes. They entered the rooms of the so-called Ostend Literacy Society at half-past ten o'clock by a side door and forcibly prevented the porter from giving the alarm. Some 500 men and women were playing baccarat at the moment. They included many distinguished German, French, English, and American visitors. A wild scene followed. Unscrupulous people not only snatched up their own money but also that of others, and one woman snatched a policeman's face because, she said, he had stashed £25 and had not had a run for her money. The police seized about £14,000, the players meanwhile vehemently protesting against the intrusion and shouting, "Thieves!" Some of the men challenged the magistrates for remaining covered in the presence of ladies. One Englishman asserted his right to put his money anywhere he liked. Another gambler snatched a bundle of bank-notes from a policeman. Several tried to break open the locked door, and knocked down a policeman who was guarding it.

Meanwhile the concert in the Casino was finishing and a fresh body of club members, ignorant of the raid, endeavoured to press their way into the rooms, thus adding to the confusion. The police were two hours clearing the rooms and completing their investigation. The police were two hours clearing the rooms and completing their investigation. The ladies present, who seem to have been mostly Germans, were particularly indignant and the German vice-consul was overwhelmed the next day with complaints regarding the alleged baseness and incivility of the police. The furniture and belongings of the so-called Artistic and Literary Club taken away by the police filled three great furniture vans, but this did not prevent the lessee of the club from continuing to offer his patron the sport of the red and black, for a number of deal kitchen tables and chairs were hoisted into the rooms on the very next day.

On July 23 the police made another raid at Ostend, this time at the Palace Hotel. The players had apparently been warned, for the police found no one in the gaming rooms, which are in that part of the building reserved for the private club, but they carried away again all the furniture, and this is said to be the Palace Hotel belongs to M. Blane, of Monte Carlo, and it is said that M. Marquet, former lessee of the Ostend Kursaal, was particularly indignant and the German vice-consul was overwhelmed the next day with complaints regarding the alleged baseness and incivility of the police. The Minister of Justice in the middle of the season are doing to Ostend in driving visitors away. The Minister has declared that he must enforce the law against gaming, but that the matter shall come before the courts as quickly as possible. In the Kursaal Club, it is officially announced, the police raids in the middle of the season are doing to Ostend in driving visitors away. 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Hongkong, 6th September, 1910. [5]

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GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th June, 1910, will be payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 25th August, 1910. [980]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at NOON, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 2nd September, 1910. [1016]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 3rd September, 1910. [1018]

INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY 12th inst.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st September, 1910. [1007]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M. on SATURDAY, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK,
Secretary.
Hongkong, 1st September, 1910. [1006]

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M., to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order, JAMES CRAIK,
Secretary.
Hongkong, 1st September, 1910. [1017]

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Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bag, Dolls, Toys, Cigars, Cigarettes, &c., &c.

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No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOSSAIN-ALI & CO.,
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Hongkong, 5th September, 1910. [707]

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Hongkong, 8th June, 1906. [84-166]

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Session 1909.

REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

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[42]

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SHOTS. From No. 10 to SSSG, at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

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Hongkong, 26th October, 1906. [545]

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CALIBRE 7.65 mm.

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SIEMSSSEN & CO.

Hongkong, 6th March, 1907. [53]

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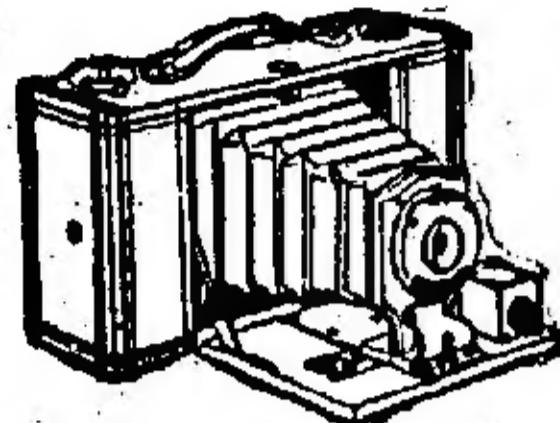
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Mr. G. T. Lloyd	Mr. A. V. Walker
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GENERAL NEWS BY TELEGRAPH.

[FROM SOUTHERN PAPERS.]

THE BRITISH LABOUR PARTY EXTERNCING.

London, August 19th.

The Labour party have already been compelled to reduce the number of candidates for the next election owing to the decision making Parliamentary levies illegal.

It has been suggested that, in view of the shortage of funds, the party should limit the candidates to the lowest possible number. Labour members are prepared to make considerable concessions to gain Liberal support to the Bill enabling the use of funds for political purposes.

THE S. A. UNION PARLIAMENT ELECTIONS.

London, August 19th.

In the South African elections to the Union Parliament the following were returned unopposed:—Dr. Jamison (Albany), Mr. Morrison (Victoria West), Mr. Sauer (Albion North), Mr. Smartt (Beaufort).

SHORT TIME IN AMERICAN COTTON MILLS.

London, August 20th.

The cotton mills in New England, employing a thousand hands, have given notice of the commencement of work for periods of one and two weeks.

Three million spindles in the Southern States will be idle for a week in September.

FLYING MEETS NOT A FINANCIAL SUCCESS.

London, August 20th.

A gale has wrecked the Blackpool Aerodrome. The loss on the Blackpool and four other recent meetings is estimated at £75,000.

It is believed that the meetings are doomed to be replaced by cross country contests.

SCUTTLING A BRITISH STEAMER.

London, August 21st.

A Board of Trade enquiry has been held at Cardiff into the loss of the steamer "British Standard" when on her maiden voyage to Rio Janeiro.

A serious allegation was made in connection with the loss of the vessel, and the enquiry found that she had been scuttled. There was no evidence to show how, but the captain and the chief engineer were grossly negligent.

The Captain's certificate has been suspended for eighteen months and he has been ordered to pay a thousand guineas costs.

ENGLISH BANK AMALGAMATION.

London, August 22nd.

Parr's Bank has amalgamated with the Lancashire and Yorkshire Bank.

AN EFFECT OF THE INCREASED DUTY ON WHISKY.

London, August 22nd.

The well-known Dublin spirit dealers, Messrs. Mooney & Co., have circulated the shareholders, stating that the Company are unable to recommend the payment of an interim dividend owing to the increased license duties.

A SHIPPING STRIKE UNLIKELY.

London, August 23rd.

Renter wires from Copenhagen that the International Congress of sailors and firemen has opened, forty delegates, representing 150,000 employees in the carrying trade, 35,000 dock labourers, 25,000 seamen and 113,000 railway servants.

Reuter wires from Copenhagen that the question of an international strike in support of the British sailors' demands has not been placed on the programme. Should the question be raised, it will probably be rejected, as it is understood that only the American delegates are supporting the British.

London, August 25th.

Renter telegraphs from Copenhagen that at the International Congress of sailors and firemen, the British, American and Danish delegates supported the German delegates and opposed the proposal that the seamen should demand from the employers of the carrying trade and from an International Seamen's Union.

Regarding the strike, the German delegate declared that an international strike of seamen would at present be insane and disastrous.

British delegates protested and urged a British strike.

THE RAVAGES OF THE FOREST FIRES.

London, August 24th.

Official reports from Wallace, Idaho, state that fifty-six bodies have been discovered in Independence Creek, Murray. Grave fears are entertained regarding the fate of three hundred militia fighting the fire in the white pine forests in Northern Idaho; also regarding 500 soldiers at Thompson Falls; also regarding 500 soldiers at Thompson Falls.

TO OPEN THE S. A. UNION PARLIAMENT.

London, August 24th.

The cruiser "Defence" will convey the Duke of Connaught to the Cape.

FIRST AID IN WAR.

London, August 24th.

One does not like to leave him to one or two notorious sinners in the Midland. One does not like to see Somerton at the bottom; but the record of the county whose cricketing fame was very old and well known is not without some credit. The Admiralty have long been experimenting with motors. The gunboat "Rattler" was fitted with them and the details have been perfecting for two years. She is now stationed at Portsmouth for instructional purposes with a selected staff. The success of the experiments convinced the Admiralty of the great possibilities of the system. They hope to begin installing new engines in small cruisers before battleships.

MR. ROOSEVELT'S CEASEFARE COMMENCED.

London, August 24th.

Mr. Roosevelt, speaking at Utica, dwelt on the problems of the conservation and betterment of public life. He said there were ugly signs of a tendency to decay in American civilisation, but, fortunately, public interest had been aroused. He referred to the problem of the cities, which were growing at the expense of the country, and said the career of farmers and farm labourers should be made equally attractive and remunerative as careers in the city.

SCANDAL IN AMERICAN PUBLIC LIFE.

London, August 24th.

A telegram from Franklin, Pennsylvania, states that Mr. Sibley, the ex-Congressman, has been arrested on a charge of conspiracy to defraud voters.

Mr. Sibley withdrew his candidature for Congress when it was discovered that he had spent \$8,500 to secure nomination.

RACING AT YORK.

London, August 24th.

The Great Ebor Handicap was run at York this afternoon. Result:—

Major J. D. Edward's Claretot, 1;
Mr. G. Edward's Anchors, 2;
Lord Derby's Queen's Journal, 3.

GENERAL NEWS BY TELEGRAPH.

London, August 25th.

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Fourteen ran. The race was won by a head, with a neck between second and third.

Betting at the start:—40 to 1 against Claretot; 11 to 2 against Anchors; 100 to 7 against Queen's Journal.

COTTON-GROWING EXPERIMENTS IN RHODESIA.

London, August 25th.

The Chartered States Cotton-growing Association's expert has returned from Rhodesia and reports favourably on the prospects regarding cultivation and the erection of a central baling press and power station at the junction of the railway at Kaful River, which is now under construction.

THE GROWTH OF BERLIN.

THE GROWTH OF BERLIN.

The population of larger Berlin numbered on the 1st of January, 1910, about 3,670,000 inhabitants. The forthcoming census on the 1st of December will surely show more than 3,750,000. In 1871 the whole district had only 900,000 inhabitants. Within thirty-nine years we have an increase to three and a half times the original population. Berlin proper has now 2,120,000 inhabitants and still has a preponderance over its seven suburbs with an aggregate of about 1,000,000, the remainder falling on rural districts. But at present the increase of the Berlin population is much slower than that of the suburbs; it was only 20,000 in the last year, against from 40,000 to 50,000 in former years, when it was not yet hemmed in on all sides. One reason for the rapid growth of the suburbs is the splendid tramway traffic in all directions. For a penny one can travel from the eastern to the western boundary of this enormous area. Beyond that limit one depends on the railways, that are still cheap enough in their rates, but have the disadvantage of fixed stations and a rigid time-table. It is the peculiarity of Berlin that even in the suburbs one lives on the flat system in barn-like buildings. In these new desirable residences wealthy people have found their home and pay their rents to the suburban treasuries. Berlin proper loses year by year its rich inhabitants, who find the suburbs more attractive. It has to suffer for the shortsightedness of its authorities, who twenty years ago, were deaf to the proposal of incorporating the suburbs. At present a federalization of fully grown-up towns into a province of Berlin seems the only solution possible.—Continental Correspondence.

THE GROWTH OF BERLIN.

SHIPPING IN PORT.

STEAMERS.

AMIGO, German str., 822, W. Langschwager, 5th Sept.—Haiphong and Hoibow 4th Sept., Rice-Jobsen & Co.

ANAMIDA, British str., 1,159, C. Sangster, 5th Sept.—Amoy 4th Sept., Caso Oil—Asiatic Petroleum Co., Ltd.

AWA MARU, Japanese str., 3,912, S. Ishikawa, 4th Sept.—Seattle and Shanghai 1st Sept., Flour and General—Nippon Yusen Kaisha.

BELLEROPHON, British str., 5,229, Y. Bartlett, 4th Sept.—Tocomo via Japan 10th Aug., Lumber and Flour—Butterfield & Swire.

BENLAWERS, British str., 1,250, H. W. Bee, 27th August—Yokohama 21st August, Ballast—Gibb, Livingstone & Co.

The Most Celebrated Cigarette
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AGNUMS (large size)
(Green label)
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RUBBER COMPANIES.

SINGAPORE, August 26.

Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser and Co.'s Prices, June 8.	Dividends	Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser and Co.'s Prices, June 8.	Dividends
15/- paid	Alor-Pengau ..	.....	.....	2/- paid	Malacca Ordinary ..	10.5.0	.....
2/- "	Anglo-Johore ..	.....	.....	2/- "	Merlimau ..	7/6	.....
17/6 "	Anglo-Malay ..	1.5.0	25%	10	Merton Syndicate ..	.....	.....
17/6 "	Bakap ..	.....	.....	2/- "	Mount Austin ..	.....	.....
15/- "	Bantong ..	.....	.....	2/- "	Narborough Est. ..	.....	.....
15/- "	Batu Caves ..	17.10.0	35%	10	North Hummock ..	10/- int. '03	.....
15/- "	Batu Kawan ..	.....	.....	2/- "	Padang Java ..	.....	.....
15/- "	Batu Tiga ..	5.12.6	.....	2/- "	Pandal Johore ..	.....	.....
15/- "	Berunai Selangor ..	.....	.....	2/- "	Pataling ..	3.10.0	50%
15/- "	Berman Perak Do. Ordinary ..	3%	90	2/- "	Pelepah (Johore) ..	6.5.0	42%
12/6 "	Bidor ..	.....	.....	10/-	Perak ..	.....	.....
2/- "	Blands Selangor ..	.....	.....	12/6	Pereiro Est. ..	.....	.....
2/- "	Bukit Clob ..	.....	.....	12/6	Prye ..	.....	.....
15/- "	Bukit Kajang ..	3.5.0	2/-	2/-	Ralanuf ..	.....	.....
15/- "	Bukit Merlajam ..	2.10.0pm	.....	15/-	Riu ..	10/6 pm	.....
Options	Bukit Selangors ..	20.0.0	150%	90	R. Est. of Krian ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	R. of Johore ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Sagga ..	16.10.0	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Seafield ..	7.15.0	15%
2/- "	Bukit Selangors ..	20.0.0	150%	90	Selangor ..	3.16.0	75%
15/- "	Bukit Selangors ..	20.0.0	150%	90	Selatar Rubber ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Sempah ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Sendayan ..	2.2.0 pm	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Seremban ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Serenggor ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Shelford ..	4.2.0	10%
15/- "	Bukit Selangors ..	20.0.0	150%	90	Sigining (N. S.) ..	3.17.6	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Singapore Para ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Straits (Bertau) ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Strathmore R. ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Bahru ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Choh ..	5.10.0	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Kapar ..	18/-	32%
2/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Krait ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Liang ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Salak ..	4.17.6	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Surgei Way ..	6.12.6	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Third Mill ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Tremelby Utd. Sun Batong ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Val d'Or Est. ..	2.13.6	250%
15/- "	Bukit Selangors ..	20.0.0	150%	90	Trust and Finance Companies.	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Anglo-Straits R. T. ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Eastern Internat. Trust ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Mid East Invest ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Rubber Plants. Inves. Trust ..	20%	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	R. Share Trust ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Strat. M. & Trust. ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	India, Ceylon, Borneo, Jaws and Sumatra.	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Anglo-Java ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Asahan (Sumatra) ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Bangsawang R. ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Beaufort ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Central Sumatra ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Indian Peninsula ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Java Amalgam. ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Kinabatangan ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Langkawi ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Manchester ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Nirwala (Java) ..	.....	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Pontianak ..	.....	.....
15/- "	Bukit Selangors ..	20.0.0	150%	90	Sumatra Para ..	15.4%	.....
2/- "	Bukit Selangors ..	20.0.0	150%	90	Sumatra Prop. United Serdang ..	5.0	5%
15/- "	Bukit Selangors ..	20.0.0	150%	90	Utd. Sumatra ..	2/0

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
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TOTAL FUNDS AT 31ST DECEMBER, 1909
£19,875,357.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,488,136 6 7
The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMEY & CO., Agents.

Hongkong, 19th July, 1910.

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Hongkong, 27th January, 1910. [1022]

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
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On the Day Preceding the Departure of the
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AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Com. A. Lowndes, Nagasaki.

Astrea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddo, Singapore.

Atlas, admiralty tug, 615 tons, 1,400 h.p., Master, S. West, Hongkong.

Bedford, armoured cruiser, 9,800 tons, 1.h.p., 27,000, Capt. E. S. Fletcher, ashore.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Hongkong.

Briton, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Denovan, Shanghai.

Cadmus, British sloop, 1,070 tons i.h.p., 4,000 h.p., Capt. H. L. Heard, Canton.

Chern, water tank and tug, 390 tons, 1.h.p., 340, Master, W. Smith, Hongkong.

Olio, British sloop, 1,070 tons i.h.p., 4,000 h.p., Capt. C. T. Borrett, Shanghai.

Pame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. C. E. Lloyd.

Patria, gunboat, 700 tons, Captain J. Affredo.

Rechia D. Amelia, cruiser, 1,600 tons, Captain C. Lima.

Vasco da Gama, cruiser, 3,030 tons, Captain Augusto Jose de Almeida.

UNITED STATES.

Barry, destroyer, 420 tons, Ense. Edmund S. Root, Cavite.

Callao, gunboat, 243 tons, E.s. J. R. Morrissey.

Hornet, gunboat, 173 tons, 1,300 h.p., Captain W. C. Weinhauer.

Obeyance, destroyer, 295 tons 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. G. C. Heathcoat, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, 22,000, Capt. S. St. J. Farquhar, Nagasaki.

Kinaba, river gunboat, 615 tons, i.h.p., 2,0

INDIAN UNREST.

THE INFLUENCE OF BRAHMANISM.

In one of his articles now appearing in *The Times*, Mr. V. Chirico says: "The part played by Brahmanism in Indian unrest cannot be more than anything else the reactionary side of that unrest. Though there have been and still are many enlightened Brahmins who have cordially responded to the best influences of Western education, and have worked with admirable zeal and courage to bridge the gulf between Indian and European civilization, Brahmanism as a system represents the antipodes of all that British rule can stand for in India, and Brahmanism has from times immemorial dominated Hindu society."

PRIESTLY ARISTOCRACY.

The Brahmins are the ascetic caste of India. They are at the same time the proudest and the closest aristocracy that the world has ever seen, for they form not merely an aristocracy of birth in the strictest sense of the term, but one of divine origin. Of the Brahmin it may be said as of no other privileged mortal, except perhaps the Levite of the Old Testament: "Neither nobles, nor king, however powerful, can make or unmake a Brahmin, no genius, however transcendent, no services however conspicuous, no virtues, however pre-eminent, can avail to raise a Hindu from a lower caste to the Brahmin's estate. Not even the Brahmins themselves can raise to their own equal one who is not born of their caste, though by the exercise of the castes authority they can in specific cases outcaste a fellow Brahmin who has offended against the immutable laws of caste, and, except for minor transgressions, which allow of atonement and reinstatement, whence no caste he and his descendants cease for ever to be Brahmins. The Brahmins date back to the remote ages of the Vedas, when they constituted themselves the only authorized intermediaries between mankind and the gods. In them became vested the monopoly of the ancient language in which all religious rites are performed, and with a monopoly of the knowledge of Sanskrit they retained a monopoly of learning long after Sanskrit itself had become a dead language. Like the priests who wielded a Latin pen in the Middle Ages in Europe, they act as advisers and conscience-keepers in the councils of every Hindu ruler. To the present day they alone can expound the Hindu scriptures, they alone can minister to the spiritual needs of such of the lower castes as are credited with sufficient human dignity to be in any way worthy of their ministrations."

In the course of ages differences and dissensions have gradually grown up amongst them, and they have split up into innumerable sects and sub-sects. As they multiplied from generation to generation, an increasing proportion were compelled to supplement the avocation originally sacred to their caste by other and lower means of livelihood. There are to-day over 14 millions Brahmins in India, and a very large majority of them have been compelled to adopt agricultural, military, and mercantile pursuits which, as we know from the Code of Manu, were always regarded as, in certain circumstances, legitimate or even praiseworthy for a Brahmin even in the days of that ancient law-giver. In regard to all other castes, however, the Brahmin, however humble his worldly status, retains an undisputed pre-eminence which he never forgets or allows to be forgotten, though it may only be a

pale reflection of the prestige and authority of his more exalted caste-men—a prestige and authority, it is added, which have often been justified by individual achievements. How far the influence of Brahmanism as a system is not concerned to discuss, but, however antagonistic it may be at the present moment to the influence of Western civilization, it would be unfair to deny that it has shown itself, and still shows itself, capable of producing a very high type both of intellect and of character. Nor could otherwise have survived it the vicissitudes of centuries.

THE SUPPLENESS OF THE BRAHMIN.

Neither the triumph of Buddhism, which lasted for nearly 500 years, nor successive waves of Mahomedan conquest availed to destroy the power of Brahmanism, nor has it been broken by British supremacy. Infernally he dominates a social system in all essentials more rigid than any other, the Brahmin has not only recognised the need of a certain plasticity in its construction which allows for constant expansion, but he has himself shown unfailing adaptability in all non-essentials to varying circumstances. To the requirements of their new Western masters the Brahmins adapted themselves from the first with admirable suppleness, and when a Western system of education was introduced into India in the first half of the last century, they were quicker than any other class to realize how it could be used to further their own ambitions. The main original object of the introduction of Western education into India was the training of a sufficient number of young Indians to fill the subordinate posts in the public offices with English-speaking natives. The Brahmins responded freely to the call, and they soon acquired almost the same monopoly of the new Western learning as they had enjoyed of Hindu lore through the centuries. With the development of the great administrative services, with the substitution of English for the vernacular tongues as the only official language, with the remodelling of judicial administration and procedure on British lines, with the growth of the liberal professions and of the Press, their influence constantly found new fields of activity, whilst through the old traditional channels it continued to permeate those strata of Hindu society with which the West had established little or no contact.

THE INVASION OF WESTERN IDEAS AND HABITS.

Nevertheless the spread of Western ideas and habits was bound to loosen to some extent the Brahmins hold upon Hindu society, for that hold is chiefly rooted in the immemorial sanctity of custom, which new habits and methods imported from the West necessarily tended to undermine. Scrupulous—and, according to many earnest Englishmen, over-scrupulous—as we were to respect religious beliefs and prejudices, the influence of Western civilization could not fail to clash directly or indirectly with many of the ordinances of Hindu orthodoxy. In non-essentials Brahmanism soon found it expedient to relax the rigour of caste obligations, as, for instance, to meet the hard case of young Hindus who could not travel across the "black water" to Europe for their studies without breaking caste, or indeed travel even in their own country in railways and river steamers without incurring the pollution of bodily contact with the "untouchable" castes. Penances were at first imposed which had gradually to be lightened until they came to be merely nominal,

Graver issues were raised when such ancient customs as infant marriage and the degradation of child widows were challenged. The ferment of new ideas was spreading amongst the Brahmins themselves. Some had openly discarded their ancestral faith, and many more were moved to search their own scriptures for some interpretation of the law less inconsistent with Western standards. It seemed at one moment as if, under the inspiration of men like Ramadevi in the Deccan and Tagore in Bengal, Brahmanism itself was about to take the lead in purging Hinduism of its most baneful superstitions and bringing it into line with the philosophy and ethics of the West. But the liberal movement failed to prevail against the forces of popular superstition and orthodox bigotry, combined with the bitterness too frequently resulting from the failure of Western education to secure material success or even an adequate livelihood for those who had departed from the old ways. Though there have been, and still are, many admirable exceptions, Brahmanism remained the stronghold of reaction against the Western invasion. All over India educated Brahmins have figured prominently in the social and religious revival of Hinduism, and they have figured no less prominently, whether in the ranks of the extremists or amongst the moderate and advanced politicians, in the political movement which has accompanied that revival.

THE BRAHMANS OF THE DECCAN.

Fundamental as the antagonism has proved to be between the civilization represented by the British *raj* and the essential spirit of Brahmanism, it was bound to be more acute in the Deccan than in any other part of India, for nowhere had Brahmanism wielded such absolute power within times which may still be called recent. Less than one hundred years ago Poona was the capital of a theocratic state in which behind the throne of the Peshwas both spiritual and secular authority were concentrated in the hands of the Brahmins. Such memories are slow to die, and least of all in an ancient and conservative country like India, and there was one sect of Brahmins, at any rate, who were determined not to let them die. Attention has already been drawn in *The Times* to the part played by the Chitwan Brahmins in the Maratha government of the Deccan under the Peshwas, as well as to the part which they have recently played in the anti-British movement down to and including the Nasik conspiracy. From the time of the downfall of the Peshwa dominion to the present day there has probably been amongst the Brahmins of the Deccan, and especially amongst the Chitwan Brahmins, an unbroken tradition of hatred towards British rule and undying hope that it might some day be overthrown and their own ascendancy restored. Not to mention other and earlier indications, it was in Poona that the native Press, mainly conducted by Brahmins, first assumed that tone of virulent hostility towards British rule and British rulers which led to the Proclamation of 1857, and some of the worst extracts quoted at that time by the Government of India in support of that measure are taken from Poona newspapers.

TWO CONFLICTING CURRENTS.

But if there were already then wild and irreconcilable spirits bent on fomenting disaffection there were amongst the Deccani Brahmins themselves unusual intellectual castes who, though by no means servile apologists of British rule, fully realized that their primary duty was not to stir up popular passion against alien rulers, but to bring Hindu society into

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit str.	—	F. J. Fox	P. & O. S. N. Co.	About 9th inst.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit str.	—	H. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
HAVRE, BREMEN & HAMBURG, &c.	SPEZIA	Gor. str.	k. w.	Rass	HAMBURG-AMERIKA LINIE	To-morrow
HAVRE & COENPHAGEN	YEDDO	Dan. str.	—	MELCHERS & CO.	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knaus	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 11th Oct.
MARSEILLES, &c. via PORTS OF CALL	VILLE DE LA COTAT	Fren. str.	—	Barillon	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MITAZAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory	JADEINE, MATHESON & CO., LTD	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jan. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP & HAMBURG, &c.	AMBRIA	Gor. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP & HAMBURG, &c.	VORNWEHRT	Aus. str.	k. w.	B. Bednarz	HAMBURG-AMERIKA LINIE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	BUELOW	Gor. str.	—	H. Formes	MELCHERS & CO.	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP	SAINTE PATRIOT	Brit. str.	—	F. S. Cowley	BODWELL & CO., LTD	About 10th inst.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 17th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit. str.	2 m.	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	AWA MARU	Jap. str.	—	T. Ogata	NISSHO SHOSEN KAISHA	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP	PANAMA MARU	Jap. str.	—	K. Kawara	NISSHO SHOSEN KAISHA	On 11th Oct., at Noon
MARSEILLES, LONDON & ANTWERP	INABA MARU	Jap. str.	—	D. Lenz	TOYOKISEN KAISHA	On 22nd Oct., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	BUJUN MARU	Jap. str.	—	T. Sekine	MELCHERS & CO.	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	PRINZ SIEGMUND	Gor. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst., at Noon
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 28th inst., at Noon
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	H. Raegens	MELCHERS & CO.	On 21st inst., at 10th inst.
MARSEILLES, LONDON & ANTWERP	HIRANO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	COBLENZ	Ger. str.	—	Y. Yamamoto	NISSHO SHOSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	H. Murayama	NISSHO SHOSEN KAISHA	On 14th inst., at Noon
MARSEILLES, LONDON & ANTWERP	TIJMARI	Jap. str.	—	Ristorcelli	JARDINE, MATHESON & CO., LTD	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	NANCHANG	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWINE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHONGSHING	Brit. str.	2 h.	G. Phillips, R.N.E.R.	BUTTERFIELD & SWINE	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	HUNGCHOW	Brit. str.	2 h.	M. B. Lake	JARDINE, MATHESON & CO., LTD	On 10th inst.
MARSEILLES, LONDON & ANTWERP	TEQUQUEBAR	Dan. str.	—	MELCHERS & CO.	BUTTERFIELD & SWINE	On 11th inst., at D'light
MARSEILLES, LONDON & ANTWERP	ANHUI	Brit. str.	1 m.	—	MESSAGERIES MARITIMES	On 12th inst., at P.M.
MARSEILLES, LONDON & ANTWERP	YARIA	Fren. str.	—	—	JARDINE, MATHESON & CO., LTD	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP	HANGANG	Brit. str.	—	—	—	On 14th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CEYLON MARU	Jap. str.	—	Fred. Pyne	BUTTERFIELD & SWINE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	BUJUN MARU	Jap. str.	—	Y. Fuseno	Douglas Lapaeik & Co.	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	G. W. Gordon, R.N.E.R.	Douglas Lapaeik & Co.	On 13th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	P. E. FRIEDRICH	Gor. str.	—	E. Malchow	Douglas Lapaeik & Co.	On 15th inst., at Noon
MARSEILLES, LONDON & ANTWERP	C. FRED. LAEISZ	Gor. str.	—	Wagner	HAMBURG-AMERIKA LINIE	About 15th inst.
MARSEILLES, LONDON & ANTWERP	TIJLWONG	Dan. str.	—	A. Mandor	JAVA-CHINA-JAPAN LINIE	On 21st inst.
MARSEILLES, LONDON & ANTWERP	SOHOU MARU	Jap. str.	—	Y. Yamamoto	OGATA SHOSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP	JOSHIN MARU	Jap. str.	—	H. Murayama	OGATA SHOSEN KAISHA	Quick despatch
MARSEILLES, LONDON & ANTWERP	PAKHOL	Brit				

SHIPPING.

ARRIVALS.

CHINHUA, British str., 7th Sept.—Canton.
KELVINHEAD, British str., 1,946, J. K. Melville,
7th Sept.—Freemantle 17th Aug. Sandal-
wood—Jardine, Matheson & Co.
MELLAUS, British str., 3,006, J. N. William-
son, 7th Sept.—Liverpool and Singapore
2nd Sept. General—Butterfield & Swire.
NORTH, British str., 4,179, G. Phillips, 6th Sept.
Singapore 2nd September. General—
P. & O. S. N. Co.
SAMIA, German str., 3,011, A. Reuss, 6th Sept.
Shanghai 3rd Sept., General—Hamburg-
Amerika Linie.
SUNGKING, British str., 988, H. A. Hards, 6th
September—Cobh 2nd September, General—
Butterfield & Swire.
WUHU, British str., 7th September—Canton.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
7th September.
Alesia, German str., for Shanghai.
Amigo, German str., for Swatow.
Carl Biedermann, German str., for Hoihow.
Colombo Maru, Jap. str., for Singapore.
Fukus Maru, Japanese str., for Kobe.
Hongkong, French str., for Haiphong.
Kaga Maru, Japanese str., from Macau.
Menelaus, British str., from Shanghai.
Nore, British str., for Shanghai.
Phraeang, German str., for Bangkok.

DEPARTURES.
7th September.
ANAMBA, British str., for Canton.
BLOEMFONTEIN, British str., for Shanghai.
DRESDENLINER, German str., for Shanghai.
FEICHING, Chinese str., for Shanghai.
GLENSTRAE, British str., for Shanghai.
GOEBEN, German str., for Europe, &c.
HALVARD, Norwegian str., for Holloway.
HUCHOW, British str., for Canton.
KANAGAWA MARU, Jap. str., for Singapore.
KUANG PING, Chinese str., for Canton.
SUNGKING, British str., for Amoy.
TACOMA MARU, Japanese str., for Keelung.
TRICERI, British str., for Kobe.
TIRHOODA, Dutch str., for Batavia.
YANGTZE, British str., for Singapore.
YATSHING, British str., for Saigon.
YU SHUN, Chinese str., for Canton.

SHIPPING REPORTS.
The British str. Sungking reports: Light
to moderate winds, moderate sea and continuous
rain squall.
The German str. Samia reports: Strong
Northerly winds from Steep Island to Turn-
about, rough sea.

VESSELS IN DOCK.
September 7th.

TAIKOO DOCK.—
Union at No. 2 Slip.
Drumetan at Seawall.
Demeter at Seawall.
Tjilatjap at Dock.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of India
arrived at Shantung at 1 a.m. on the 5th inst.,
and left again at 8 p.m. same day for Hongkong,
where she is due to arrive at 10 a.m. to-day.

THE FRENCH MAIL.
The M.M. str. Yarra, with the French Mail
of the 14th ultimo, and mails from London of
the 13th ultimo, left Singapore on the 5th inst.,
at 5 a.m., and is expected to arrive here on the
12th instant at daylight.

THE INDIAN MAIL.
The Indo-China str. Laisong left Calcutta
for the Straits and Hongkong on the 25th ult.,
and is due here on or about the 13th inst.

THE AMERICAN MAIL.

The P.M. str. Mongolia left Yokohama on
the 30th ult., for Hongkong via Kobe, Nagoya
and Manila, and is due to arrive at Hongkong
on the 11th inst.

The T.K.K. str. Tenglo Maru left Yoko-
hama on the 5th instant, and is due to arrive
at this port on the 13th instant.

THE AUSTRALIAN MAIL.

The E. & A. str. Eastern from Sydney, &c.,
left Port Darwin on the 29th ultimo for Timor,
Manila and this port.

The E. & A. str. Alderham left Sydney on
the 31st ultimo for Queensland Port, Manila
and this port.

THE MERCHANT STEAMERS.

The H.A. Linie str. Spica left Kobe via
Foochow on the 1st inst. a.m. and may be ex-
pected here to-day.

The I.G.M. str. Prinz Sigismund left Kobe
on the 4th inst., at 5 a.m., and may be expected
here to-morrow a.m.

The Mogul Line str. Pathan sailed from the
United Kingdom on the 2nd ultimo for Hong-
kong via Straits.

The O.S.K. str. Panama Maru left Tacoma
for this port via Japan and Manila on the 6th
ultimo, and is expected to arrive here on or
about the 13th inst.

The N.Y.K. str. Ceylon Maru (Bombay
Line) left Bombay for this port via Colombo
and Singapore on the 26th ult., and is expected
here on the 13th instant.

The O.S.K. str. Seattle Maru left Tacoma,
Wash., for this port on the 20th ultimo, and is
expected to arrive here on or about the 27th
instant.

ARRIVED.

Per Derflinger, for Hongkong, from Bremen,
Mr. R. Blumenthal; from Antwerp, Mr. Peter-
sen; from Southampton, Messrs. E. J. Amelie,
K. L. Wong, Robert Knox and A. James
Ames; from Genoa, Dr. and Mrs. Mayer, Mr.
N. Fischer, Mr. K. Kron, Mr. W. zur. Gathen,
Mr. Fr. Dinsell and Mr. T. Wittstock; from
Singapore, Mr. Lee Kuan, A. Nassigian, A.
Nonnissen.

Per Nore, for Hongkong, from London, Mrs.
Jolly and maid, Masters and Miss Jolly, Mrs.
Humphries, Mrs. McCubbin, Mr. T. Dallin and
Mr. W. R. Coleman; from Singapore, Dr. J.
W. Noble and servant, Mr. W. Jolly; from
London, for Shanghai, Capt. and 2 Misses
Lishman, Mr. E. Graham, Mr. G. O'Hara, Mr.
and Mrs. Liardet; from Singapore, for Yokohama,
Mr. Warwick Major, Misses G. Corliss, M.
Drewey, L. Lloyd, M. Raynor and N. Osborne,
Mr. and Mrs. Sweet, Mr. K. Brampton, Mr. R.
Ridington, Mrs. G. Stoy, Messrs. K. Stephenson,
E. Osborne, R. Garland and servant.

DEPARTED.

Per Gotha, for Hamburg, Mr. Allingham,
Mr. R. J. Andrews, Mrs. Baker, Mr. D. E.
Blake, Mr. J. Lee Cochran, Mr. L. E. Collier
and family, Mr. W. L. Crawford, Mr. O. Dissen,
Mr. Ernest, Mr. Ernest, Mr. E. Freeman, Mr.
Fichtner and family, Dr. H. Goering, Dr.
Grimes, Mr. Kitzon, Dr. W. Klabitz, Miss H.
Langachwadi, Mr. Logan and family, Mr. K. C.
Loo, Mr. Liscay, Mr. P. Lüttinghausen, Mr. W.
Martin, Mr. Otto Meurer and family, Mr. W.
Mayring, Baron de Neutzsch, Mr. J. C. M.
Potter, Miss M. Raynor, Mr. M. Reichmann,
Mr. H. M. Rinmer, Mr. H. S. Schick, Mr. J. A.
Stader, Mr. R. Tam, Mr. Thompson and
family, Mr. R. V. Truman, Mr. O. Water, Miss
G. Whimsey, Mr. A. P. Wilkins and Mr. Carl
Zeddes.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)	Due MARSEILLES (Brindisi) 2 days earlier	Due PLYMOUTH (London) 1 day later		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA	11000	March 4	March 10
ARCADIA	7000	February 18	MALWA	11000	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA	10500	April 1	April 7
MARMORA	10500	March 18	(Through Steamer calling at BOMBAY)	10000	April 15	April 21
DEVANHA	8000	April 15	MOLDAVIA	10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA	10000	May 13	May 19
ASSAYE	7500	April 29	MOREA	11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.00 SINGLE. £106.13 RETURN.
2nd SALOON £48.80 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Tonnage	about	about
SUNDA	4700	January 25
NUBIA	5900	February 8
SYRIA	6660	March 8
NORE	6700	March 22
PALAWAN	4700	April 5
BORNEO	4600	April 19
SICILIA	6700	May 3
SUMATRA	4600	May 31
NILE	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55.00 SINGLE. £82.10 RETURN.
2nd SALOON £38.10 " 57.4 "

* Carry 1st and 2nd Saloon Passengers.
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E. A. HEWETT,
SUPERINTENDENT.

1002]

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VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail or About
SUPERIOR	6,232	F. S. Cowley	27th September
KUMERIC	6,232	G. B. McGill	20th October
ASYMERIC	4,362	J. Boyd	20th November

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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Hongkong, 10th August, 1910.

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Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama,
Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of
2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong

"EMPRESS OF INDIA" SAT., 17th Sept.

"EMPRESS OF JAPAN" SAT., 24th Oct.

"EMPRESS OF CHINA" SAT., 29th Oct.

"MONTEAGLE" TUESDAY, 5th Nov.

"EMPEROR OF INDIA" SAT., 19th Nov.

"EMPEROR OF JAPAN" SAT., 26th Dec.

"Empress" Steamships leave HONGKONG at 6 P.M.

"Monteagle" " 12 NOON.

From Quebec

"ALLAN LINE" FRIDAY, 14th Oct.

"EMPRESS OF IRELAND" FRIDAY, 4th Nov.

"ALLAN LINE" FRIDAY, 25th Nov.

From St. John, N.B.

"EMPEROR OF BRITAIN" FRIDAY, 16th Dec.

"ALLAN LINE" FRIDAY, 13th Jan.

First Class rate to Canada, United States and Europe, calling at

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE Capt. G. Phillips	Noon, 8th Sept.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NUBIA Capt. J. F. Fox	About 9th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS	DELTAS Capt. B. W. H. Snow	Noon, 17th Sept.	See Special ADVERTISEMENT.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 8th September, 1910.

**CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
ILOILO & CEBU VIA AMOY	SUNGKUANG	On 8th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	PAKHOU	On 8th Sept., 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	NANCHANG	On 8th Sept., 4 P.M.
SHANGHAI	CHINHUA	On 8th Sept., 4 P.M.
CHINKIANG	HANGCHOW	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	HUICHOOW	On 10th Sept., 4 P.M.
SHANGHAI	ANHUI	On 11th Sept., D'light
	S.S. "LINTAN" and S.S. "SANUL"	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australias, New Zealand and Tasmania Port.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th September, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	NAMSANG	Friday, 9th Sept., Noon.
MANILA	YUENSANG	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	HANGSANG	Tuesday, 13th Sept., D'light.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Wednesday, 14th Sept., Noon.
TIENTSIN	CHENGSHING	Thursday, 15th Sept., Noon.
MANILA	LOONGSANG	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUNTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Ext. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 8th September, 1910.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMERS CAPTAIN LEAVING.

HAITAN	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
HAIYANG	Capt. A. H. Higgins	TUESDAY, 13th Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMERS CAPTAIN LEAVING.

HAIMUN	Capt. A. H. Stewart	THURSDAY, 15th Sept., at 10 A.M.
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Stearns will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 8th September, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

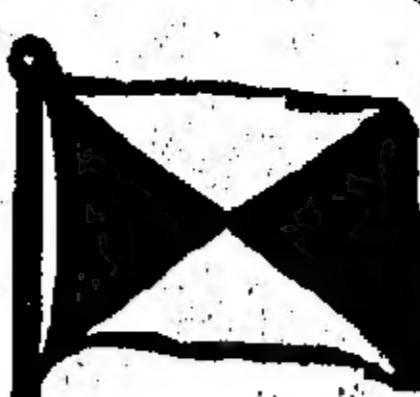
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAVRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 5th September, 1910.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO. General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marsilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	HOMEWARD.
	FOR HAVRE, BREMEN & HAMBURG: SS SPEZIA
	SS LIBERIA
	SS ROTTERDAM, HAMBURG & ANTWERP:
	SS BADENIA
	SS AMBRIA
	SS ALBIA
	SS ALEXIA
	SS C. FRED. LAEISZ

Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

SOUTH AMERICAN LINE.
Hongkong, 7th September, 1910.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

403 Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES.
MIYAZAKI MARU	9,000	WED'DAY, 14th Sept., at Daylight
KITANO MARU	9,000	WED'DAY, 28th Sept., at Daylight
IYO MARU	7,000	WED'DAY, 12th Oct., at Daylight
SADO MARU	7,000	SATURDAY, 10th Sept., from Kow.
AWA MARU	7,000	TUESDAY, 13th Sept., at 4 P.M.
INABA MARU	7,000	TUESDAY, 11th Oct., at Noon.
YAWATA MARU	5,000	FRIDAY, 30th Sept., at Noon.
NIKKO MARU	6,000	FRIDAY, 28th Oct., at Noon.
CEYLON MARU	6,000	WED'DAY, 14th September.
HIRANO MARU	7,000	THURSDAY, 15th Sept., at 5 P.M.
OSAKA MARU	6,000	WED'DAY, 20th September.
NIKKO MARU	6,000	WED'DAY, 28th Sept., at Noon.

* Omitting Keelung and Shimidza. Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. ♦ Cargoonly. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.

HUGO C. A. FROMM,

HONGKONG : 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:
5 FIELD FORGES,
1 COLLECTION IMITATION
JEWELLERY.

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 7TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, buyers
National Bank of China, Limited	99,925	\$7	\$5	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	126	12/5	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$82, cash & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$10
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1.40.
COTTON MILLS.	200,000	\$10	\$10	\$8, buyers
Ewe Cotton Spng. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$55
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Lau-Kung-Mow C. Spn&Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$7	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong and Nampoa Dock Co., Ltd.	50,000	\$50	all	\$50.
New Amy Dock Co., Limited	10,000	\$8	\$6	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116, x. div.
Leviwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$5, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	12,000	\$50	all	\$204, sellers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$82, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$135.
Hongkong Royal Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, cash & buy.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Trade Insurance Co., Limited	24,000	\$33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$830, sellers
Yangtze Insurance Association, Limited	12,500	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$71.
Peak Tramways Co., Limited	25,000	\$10	all	\$71, sellers
Philippine Co., Limited	75,000	\$10	\$10	\$11, sellers
BRISBANE.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, x. d. sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
ROBINSON Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$111, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$26, sellers
Hongkong, Canton & Macao S.B.C., Ltd.	80,000	\$15	\$15	\$323, sales
INDO-CHINA Steam-Navigation Co., Ltd.	60,000	\$25	all	60, £10.
Shell Transport & Trading Co., Limited	60,000	\$25	all	67.
Star Ferry Company, Limited	2,000,000	\$1	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$12, sellers
Watkins, Limited	10,000	\$10	\$10	\$53.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$111, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
100 shares	\$10	\$10	\$10	\$8, buyers
RUBBER.				
Alligars	750,000	2/-	all	6/-.
Anglo-Malaya	1,500,000	2/-	all	25/-.
Balgowries	150,200	\$1	all	\$14 (Sta.)
Batu Tigan	70,000	\$1	all	100.
Bukit Kajang	60,000	\$1	all	63/6.
Castilehads, fully paid	30,000	\$1	all	120.
Cheviots	70,000	\$1	all	12/3 prem.
Eastern and International	250,000	\$1	all	21/3 prem.
Highlands and Lowlands	307,173	2/-	all	13/6.
Kamuning	1,825,000	2/-	all	6/3 prem.
Kuala Lumpur	180,000	2/-	all	90.
Labus	100,000	2/-	all	55.
Ledbury's	100,000	\$1	all	55.
Linggi	900,000	2/-	all	13/6.
London Asiatics	1,266,000	2/-	all	6/6.
London Ventures	—	—	all	13/6.
Merleman	1,750,000	2/-	all	7/3.
Pegohs	50,000	\$2	all	\$28 (Sta.)
Sandycrofts	100,000	\$1	all	331, x. div. (Str.)
Sapengie	65,000	\$1	all	27/6.
Shelfords	125,000	\$2	all	72/6.
Singapore and Johores	995,000	2/-	all	13.
Sumatra Paras	90,000	2/-	all	—.
Sungei-Kapas	170,000	\$1	all	120/-.
United Serdangs	—	—	all	—.
LOANS.	AMOUNT.	VALUE.	INTEREST.	QUOTATION.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	PER.
				VERNON & SMYTH, Share-Brokers.
EXCHANGE CLOSING QUOTATIONS.				
September 7th.				
ON LONDON.				
Telegraphic Transfer	1.9			
Bank Bills, on demand	1.92			
Bank Bills, at 30 days' sight	1.92			
Bank Bills, at 4 months' sight	1.94			
Credits, at 4 months' sight	1.96			
Documentary Bills 4 months' sight	1.96			
ON PARIS.				
Bank Bills, on demand	226			
Credits, at 4 months' sight	230			
ON GENEVA.				
On demand	123			
ON NEW YORK.				
Bank Bills, on demand	458			
Credits, at 60 days' sight	448			
ON BOMBAY.				
Telegraphic Transfer	133			
Bank, on demand	134			
ON CALCUTTA.				
Telegraphic Transfer	133			
Bank, on demand	134			
ON SHANGHAI.				
Bank, at sight	74			
Private, 30 days' sight	75			
ON YOKOHAMA.				
On demand	87			
ON MANILA.				
On demand—Peso	87			
ON SINGAPORE.				
On demand	76			
ON BATAVIA.				
On demand	107			
ON HAIPHONG.				
On demand	13			
ON SAIGON.				
On demand	13			
ON BANGKOK.				
On demand	66			
SOVEREIGNs, Bank's Buying Rate	311.15			
GOLD LEAF, 100 fine, per tael	353.40			
BAR SILVER, per oz.	248			
SUBSIDARY COINS.				
Chinese	20 cents pieces	\$4.88 discount	per cent	
Chinese	10	\$5.90	"	
Hongkong	20	\$4.72	"	
Hongkong	10	\$5.64	"	
STEAMERS PASSED THE CANAL.				
Aug. 20th—C. Fred. Loria, Hudson, Nippon, Palawan, Siburon, Amiral Esmans, Indradapo, 30th—Benader, Prins Willem Friedrich, Sonali, Soya Maru, Wyvern. September 2nd—Benadi, Brasilia, China, Koala Maru, Keemun, Kleist, Macau, Moyang, Oceania, Pichau, Tanga Maru, Pacific, 6th—Hysen, Monmouthshire, Theseus, Armenia.				
ARRIVALS AT HOME.				
September 6th—Alcinous, Interceptor.				

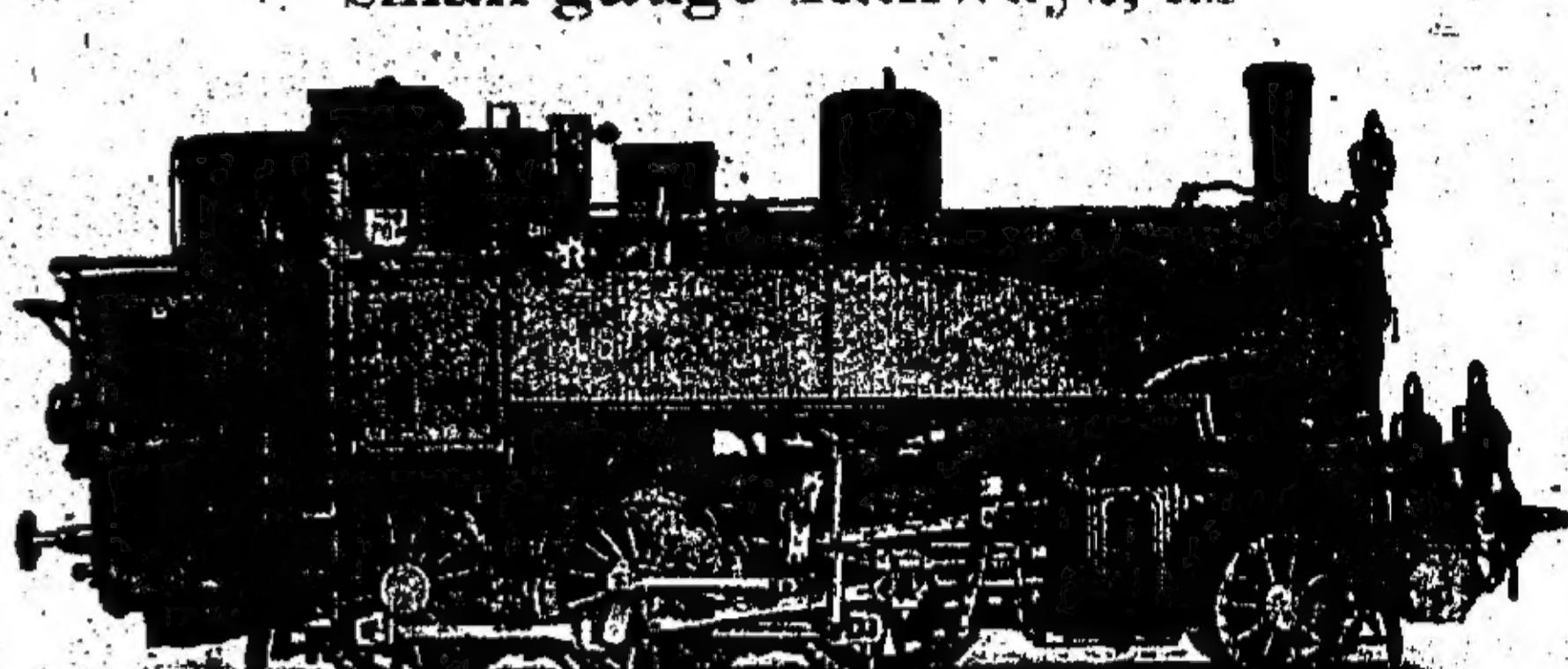
Orenstein & Koppel,

Berlin, London, Calcutta, etc.,

MANUFACTURERS OF

Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.
Rails of various gauges, as well as Track, Switches, Turntables.

Tipping Cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

General Agents for China:

SIEMSSSEN & CO.,

Machinery Dept.